

The St. John Standard

VOL. X, NO. 52.

TWENTY-FOUR PAGES

SATURDAY MORNING, MAY 25, 1918.

FAIR AND MILD

PRICE TWO CENTS.

AMERICAN TROOPS PERISH; STRIFE IN GERMAN ARMY

NEARLY HUNDRED ON TWO STEAMERS ARE SUBMARINE VICTIMS

British Armed Merchant Troopship Moldavia With American Troops on Board, Torpedoed and Sunk and Fifty-Six United States Soldiers Missing and Believed To Have Been Killed By Explosion When Torpedo Hit the Vessel.

Passenger Steamer Inniscarra, Bound From Fishguard To Cork, Torpedoed and Sunk in Four Minutes—Thirty-Seven Members of the Crew Are Missing and Are Supposed To Have Been Lost—Hun Airship in Sea.

London, May 24.—The British armed merchant troopship *Moldavia*, with American troops on board, has been torpedoed and sunk, according to an official bulletin issued by the admiralty this evening. The text of the admiralty statement follows:

"The armed mercantile cruiser *Moldavia* was torpedoed and sunk yesterday morning.

"There were no casualties among the crew, but of the American troops on board, fifty-six, up to the present, have not been accounted for. It is feared they were killed in one compartment by the explosion."

The *Moldavia* is of 9,500 tons gross, and owned by the Peninsular and Oriental Steam Navigation Company. She was built at Greenock, in 1903, and is 520 feet long.

Thirty-Seven Perish.

Queenstown, May 24.—The Cork steamer *Inniscarra*, bound from Fishguard to Cork, has been torpedoed and sunk. Thirty-seven members of the crew are missing, and are supposed to have been lost.

Five survivors of the disaster have been landed. They are the captain, the chief officer, one steward, and two sailors. The *Inniscarra* was struck amidships. She listed immediately, and foundered in four minutes. The *Inniscarra* was a vessel of 1,412 tons. She was built in 1903 and belonged to the City of Cork Steam Packet Company.

Hun Airship in Sea.

London, May 24.—Fishermen who arrived at Esbjerg, on the Danish coast of the North Sea, say that a seaplane has been brought down in the North Sea, a Copenhagen despatch to the Exchange Telegraph Company reports. The crew of the German airship was rescued by a British destroyer.

The *Moldavia* was torpedoed without warning. It was a moonlight night and although a good lookout was kept the attacking submarine was not sighted before the torpedo struck.

Most of the men aboard were in their hammocks when the explosion occurred amidships. The sailors and soldiers alike showed no panic. They fell calmly into line and awaited orders. When it was seen that the *Moldavia* was settling down all on board were taken off by the escorting ships. The men lost all of their belongings, but were supplied with new clothing at the different naval ports where they were taken.

The vessel was struck below the bridge. She steamed ahead for some time after being struck and at first it was hoped that her watertight compartments would enable her to reach port.

It is believed that the American soldiers missing from the *Moldavia* were sleeping on the bottom deck and were overtaken by the great furish of water after the explosion, when they were trying to reach the main deck. It is also presumed that some of the leaders were destroyed.

GERMANY STRAINING EVERY NERVE FOR A DECISIVE BLOW NOW

Premier Lloyd George Tells Edinburgh Audience Enemy Prepared To Strike Hard Before American Soldiers Arrive in Force, But That Allied Commanders Who Know Best What Prospects Are Feel Confident of Result of Coming Struggle—Prime Minister Most Optimistic Regarding the Submarine Campaign of Germany.

Special Cable to New York Tribune and St. John Standard. (By Arthur S. Draper).

London, May 24.—Lloyd George struck the high note of optimism in his speech in Edinburgh today. His statement that the submarine was no longer a peril was the most encouraging statement made by a British statesman in many months.

Much of his speech was devoted to a defense of the government and the large audience which heard him showed by its applause that he was Scotland's support. America figured largely in his recitals and forecasts. On the battlefield, he said, next week there would be a race between Von Hindenburg and President Wilson with the Germans straining every muscle to reach their goal before American soldiers arrived in force. To date, the premier said, the accession of American strength has amounted to one-fifth of the strength which the enemy received through the collapse of Russia. Just how this figure was reached he gave no indication.

He gave the admiralty as his authority for stating that the Allies are sinking submarines faster than Germany is building them; second, that the Allies, including America, are building ships faster than Germany is sinking them; and third, that in April the record number of submarines were destroyed.

Use Entire Allied Force.

The prospects of using the entire force of the allies were very bright, said Mr. Lloyd George, in discussing the united command of the entente armies in France. He sounded a note of warning during his address regarding Germany's proposals, saying that the Prussian autocracy did not intend to bring the war to an end "until its basket is as full as it can hold."

Reverting to the shipping situation, the premier said that in April the output of shipping for the first time exceeded the losses. This statement was greeted with great enthusiasm, his hearers rising and cheering again and again.

Tribute to Marine Men.

The premier paid a tribute to the sailors of the navy and the mercantile marine, "whose invincible valor overcame the submarine difficulties." "Besides protecting our ships and the ships of our allies," said Mr. Lloyd George, "they had to undertake the difficult task of harrying, pestering, chasing and pursuing submarines day and night. They never ceased until they conquered that pest and blocked two of their nests—Ostend and Zeebrugge. They were thrilling deeds which gave new heart to our people."

Sinking U-Boats.

The premier read a report which he had just received from the Admiralty, "as regards the meeting of enemy submarines—that it was going on satisfactorily."

"That," said the premier, is official language since the beginning of the year, he added, the naval staff had been confident that the allied navies were sinking more enemy submarines than the enemy was able to build.

"We have reached the position," said Mr. Lloyd George, "that we are sinking German submarines faster than they can build them. We are building merchant ships—that is, the allies as a whole—faster than they can sink them."

The premier said that from data at present available, the Admiralty held the opinion that in the month of April there was a record destruction of enemy submarines. When it came to the increase in shipbuilding, the month of April was the record month since the ruthless submarine warfare commenced. For the first time the output exceeded the losses and that, he said, was not a bad record for a government whose faults were as freely advertised.

(Continued on page 2)

SUBMARINE NO. 65 IS AT SANTANDER

(Bulletin.)

Madrid, May 24.—It is officially announced that the German submarine number 65 entered the port of Santander at 6 o'clock this morning.

British Statement.

London, May 24.—"As a result of a raid carried out by the enemy yesterday north of Hill 70 (north of Lens), a few of our men are missing," says today's official statement. "Early last night the enemy attempted another raid on one of our posts in Aveluy Wood, but was driven off. "We carried out a successful raid shortly after midnight southwest of Labasse, and captured a few prisoners. A few prisoners were secured by

French Statement.

Paris, May 24.—French troops carried out raids along several parts of the front, notably southeast of Coucy, on the Aisne front in the Champagne and in the Vosges, in which prisoners were taken, today's war office reports. German raids attempted to the west of the Noyoh on the main battle front were fruitless. There were intermittent shelling at several points on the front.

THE GERMANS GO THE WHOLE HOG WITH RUMANIA

Gets Possession of Priceless Oil Wells and Grain Crops For Many Years.

OIL WELLS AMONG THE MOST VALUABLE KNOWN

Dr. Von Kuehlmann Thinks Germany's Food Problem Has Been Solved.

London, May 24.—Economic advantages which Germany obtained in the peace treaty with Rumania are equivalent to an indemnity from that nation. In the opinion of the German expert, Dr. Von Kuehlmann, the German foreign secretary told the Berlin Chamber of commerce in his recent speech in which he discussed the Rumanian treaty before that body, the German wireless report of the address shows.

Germany's control of the coming harvests caused the food question to be looked forward to with a certain amount of confidence. Dr. Von Kuehlmann declared, German trade privileges also were most important, and these included the lease to a German company for 99 years of the Bucharest-Cernavoda-Constanza railway line thus giving ready access to the petroleum fields and grain.

Referring to the situation which eliminated the question of acquisitions he said, "It was all the more necessary to obtain economical advantages up to a limit consistent with the maintenance of Rumania's capacity for production."

Germany Needs Them.

"Two points," he indicated, "must be taken into consideration, first, guaranteeing Rumanian agricultural, and petroleum production as urgently necessary for the carrying on of the war by the Central powers and, secondly, the important role which Rumania has to fill in providing a thoroughfare to the east, especially as she dominates the lower course of the Danube."

"It is here," continued the minister, "that there come into effect the intellectual Danuba deuta committee upon which only states on the banks of the Danube can be represented. Only if the states agree to it will the countries lying on the Black Sea be able to come into it."

German Dockyards.

"Therefore, it is especially important for the German seaboard traffic that we have been able to secure sites for dockyards."

"Along with the Danube, the importance of the Rumanian railway must be considered especially the Bucharest-Cernavoda-Constanza line, over which Germany must have control."

It has been agreed with Bulgaria that this railway which is to be made a free port with grain and petroleum tanks is to be leased to a German company for ninety-nine years. The cable between Constantinople and Constanza played an important role before the war. This cable is to be developed to the utmost and secured from enemy control.

DIFFERENCES IN GERMAN ARMY ON SWEDEN FRONT MAY EXPLAIN INACTIVITY

United States Department of State Receives Advice From Neutral Country Conveying Intelligence That Dissensions Have Broken Out in the Teuton Army Owing To Severe Blow It Received in Recent Offensive in France and Flanders.

Morgue-Like Calm Prevails on American Front—No Gunfire, No Bombing and Little Noise Except That Made By Larks Singing, Bands Playing and French Peasants Putting in Their Spring Crops—Silence Ominous.

Washington, May 24.—The state department has received word from a neutral country that dissensions have broken out in the German army owing to the severe blow it received in the recent offensive on the western front. It is possible that these reported dissensions have been the cause of the delay in resuming the big drive in France and Flanders which was anticipated last week, or on Sunday, last at the latest.

It is known that the German army has been prepared, as appearances go, for several days to resume the big push, and moreover, a forward movement has been favored for nearly a week and still is by bright moonlight nights.

Secretary of State Lansing does not vouch for the authenticity of the report of dissensions, and he makes the announcement of its receipt for what it is worth. If the report is true the dissensions undoubtedly account for the delay to strike another blow.

By Wilbur Forrest.

(Special Cable to the New York Tribune and St. John Standard.)

With the American forces in Picardy, May 24.—The same morgue-like calm that you experience at sea before a storm is the best impression this front today. Three days ago the enemy's artillery figuratively declared peace and its fire was cut to a minimum. For two days our guns thundered on intermittently and then they entered the spirit of the thing.

As this is being written the harsh sound within earshot is the spluttering of the American motorcycle being longed to a dispatch rider taking a message back to the rear. His message reads: "Nothing to report." As the sound of the motor dies away, the singing of the French field lacks down the road is the only sound to break the stillness. The larks' notes have replaced what was recently the thundering roar of guns, easily heard twenty miles in the rear.

After midnight this morning I walked along a road in the brilliant moonlight in this vicinity which is usually raked by the enemy's fire. The shadowed shell holes that I occasionally passed on the way to the trenches and the constant pyrotechnic display of the watch flares on the line as it winds around the Montdidier salient gave the only ocular evidence of war. The ear could detect nothing.

Early this morning before sunrise, the situation at the actual front was the same. A rifle shot would have startled the most hardened soldiers who have been hearing the gun for weeks. As the sun rose an enemy sausage poked its nose above the trees from the enemy's rear. This was our signal to leave. Skirting through the bushes to our hidden car, we cranked up and scuttled down the open road as fast as our Detroit mail order automobile could take us.

The sausage observer observed us and signalled for shrapnel. It came but it was behind; we were moving too fast. With the exception of an occasional two or three shells like those of especially directed shrapnel, it is evident that the enemy gunners are under positive orders to withhold fire.

The Band Plays.

The effect is unique to those who have become accustomed to being lulled

to sleep by the high explosive thunder. Add to this the incongruity of an American infantry band playing soft evening accompaniments in a certain village, where shells two days ago were not entirely unknown, for a soldier singer from New York as he sings war parodies on popular home music to a semi-circle of admiring soldiers and officers.

Another touch of incongruity is the rattling of the farmer's harrow on the gravel road near the front as he comes home from the field in the summer dusk where he has been working despite the possibility of shell fire. The harrow drops out the band and the singing completely and they are forced to stop until it has passed. Out of this deadly calm within twelve or twenty-four hours or any minute now, the shell fire will break loose and the war will continue. Everybody knows it the lull and they are ready for the storm.

HALIFAX DOCTOR'S SON KILLED IN HOSPITAL

Dr. Hogan, Halifax Surgeon, Slightly Wounded When Boches Raid British Casualty Stations.

Halifax, May 24.—Corporal George McKenzie Dickson, son of Dr. M. S. Dickson, of Halifax, was killed in the recent German raid on a hospital back of the lines. He was in the C. A. M. C. and had been overseas for three years.

Dr. Hogan, surgeon of Halifax, who went overseas with the Dalhousie Hospital unit, was slightly wounded in the same raid on the hospital, but will be able to return to duty in a few days.

STORM IN SACKVILLE

Sackville, May 24.—There was an unusual heavy shower of rain and hail last evening between 8 and 9 o'clock, accompanied by thunder and lightning. The streets were turned into miniature brooks for a short time, and the big crowd on the streets had to rush anywhere for shelter. It was the first thunder shower of the season.